GEOGRAPHIC SCHOOL BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated as a non-commercial institution for the increase of geographic knowledge and its popular diffusion. General Headquarters, Washington, D. C.)

Contents for Week of January 18, 1943. Vol. XXI. No. 26.

1. U. S. Naval History Once Was Made at Tripoli
2. Mountain-Tiered Bolivia, Mineral War Chest
3. World War Spurs Building and Manufacturing in 1942
4. Chittagong, Sea Door for Eastern India
5. Scientists Kept Digging in 1942

Luis D. Gismondi

ANTIQUES FROM AN UNKNOWN PAST MAKE BOLIVIA'S INDIAN HUT A MUSEUM

Thirteen miles from Titicaca, the world's highest big lake, stands the ghost city of Tiahuanaco, ancient capital of sun-worshiping Bolivian Indians who preceded the Inca Empire of 900 years ago. Carved stones from its crumbling temples now furnish handsome portals for humble straw-thatched mud huts of the sturdy Aymará Indians who inhabit the region today. The baby, though barefooted, wears the typical man's knitted stocking cap with earflaps; many men knit their own. The shepherd in his striped homespun poncho (left) tends camel-like llamas—the beast of burden for much of high, cold Bolivia (Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic School Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers in the United States and its possessions for one year upon receipt of 25 cents (stamps or money order); in Canada, 50 cents. Entered as second-class matter, Jan. 27, 1922, Post Office, Washington, D. C., under act of March 3, 1879. Acceptance for mailing at special rate of postage provided for in section 1103, Act of Oct. 3, 1917, authorized Feb. 9, 1922. Copyright, 1943, by National Geographic Society, Washington, D. C. International copyright secured. All rights reserved. Quedan reservados todos los derechos.

GEOGRAPHIC SCHOOL BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)
General Headquarters, Washington, D. C.

U. S. Naval History Once Was Made at Tripoli

TRIPOLI, the Axis forces' last big supply port in Italian Libia, was the scene of one of the most daring exploits of American naval history.

It occurred in the United States' Wars with the Barbary Pirates, which had been dragging on for several years, over refusal of the infant American republic to pay further tribute to the pirates of the Barbary Coast of North Africa then harrying all Mediterranean shipping. While Moroccan, Algerian, and Tunisian corsairs willingly accepted tribute from the United States, the Pasha of Tripoli treated Americans with contempt. President Thomas Jefferson sent a U. S. Navy squadron to visit Tripoli to impress the scornful Pasha. The frigate *Philadelphia* ran aground in the harbor and was captured, with its crew.

"Our Country, Right or Wrong"

Hero of the U. S. Navy's first offensive against Tripoli, in 1804, was Stephen Decatur, whose much quoted toast later became a watchword: "Our country . . . may she always be in the right; but our country, right or wrong."

In February, 1804, Lieutenant Decatur, under the command of Commodore Preble, was assigned the task of destroying the *Philadelphia* which, with its officers and men, had been in the hands of the enemy since the October before.

With a crew of about 75 men, in a captured Tripolitan craft which had been rechristened the *Intrepid*, Decatur sailed without challenge into Tripoli's harbor. Receiving permission to draw alongside, the Americans boarded the *Philadelphia* before her Tripolitan command realized what was happening, set fire to the ship, and, in less than half an hour, escaped back to their own vessel. Not a single American had been lost in the adventure. Since Decatur's men included some Marines, the "shores of Tripoli" are commemorated in the Marine Hymn.

Later that year, in August, Decatur played a prominent role in the naval blockade of Tripoli. A land expedition under William Eaton, starting from Egypt and capturing Derna in the summer of 1805, maneuvered the Pasha into an agreement to release the *Philadelphia's* crew for $60,000 ransom and to demand no further tribute from the United States.

Taken from Turkey in 1912

It was more than a century after the final settlement of this sideshow war of the United States that the North African region of Tripolitania became the western half of the modern Italian colony of Libia. Italy won the land from Turkey in the war of 1911-12. Its capital, Tripoli, was later turned into an active Italian city, with little evidence of its nearly four centuries of Turkish domination. To its port in 1938 came 16 boatloads of Italian farmer-settlers in Italy's first large-scale drive to people her Libian desert colony.

The city occupies one of the few promontories of Libia's relatively straight coast, a finger of beach-bordered green reaching into the Mediterranean. The Phoenicians built there one of the region's three centers whose joint name (*tri* for three, *polis* for city) was finally taken over by the sole survivor. Along the modern waterfront runs a spacious Italian-built esplanade, palm-shaded and bordered by grass plots and flower beds. The broad main street echoes Italy's cities, with pillared and arcaded government palaces, carved eagles, and balconies. Several blocks inland from the waterfront, however, Tripoli shows its age, reveal-

UMI

BOLIVIA'S MOUNTAIN HEART HOLDS "HIGHEST" RECORDS

Bolivians point out La Paz as the "world's highest" national capital and Titicaca as the "world's highest" big navigable lake. Its 3,400 square miles of deep water, crossed by steamboats hauled over the mountains in sections, make it also South America's largest inland lake. The southern mining town of Potosí, with about 40,000 inhabitants enduring the perpetual cold of its 13,600-foot altitude, is famous as the "world's highest" city of any historical importance. Millions of dollars' worth of silver from the mine made Potosí in colonial days the largest city in the New World. Now that its silver is less important, it ranks with the richest tin mines in this hemisphere. It is served by one of the highest railroads. Bolivia's link of the Pan American Highway goes through to Argentina.

Next to La Paz, Cochabamba (about 100,000) is Bolivia's second largest city. Oruro, third in size (about 50,000), is a railway hub for the nation. Next is Santa Cruz, in the sugar, coffee, and cacao region.

The Abuna, Madre de Dios, Beni, and Grande Rivers unite to make the Madeira, one of the Amazon's larger tributaries (Bulletin No. 2).

GEOGRAPHIC SCHOOL BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)
General Headquarters, Washington, D. C.

Mountain-Tiered Bolivia, Mineral War Chest

(This is the sixth of a series of bulletins, with maps and illustrations, on the republics of Latin America.)

MOUNTAINS and minerals are the two keys to life in Bolivia. Most of the three and a half million Bolivians live in the upper Andes valleys and on the lofty windswept plateau (the Altiplano, or "high plain") that form the southwestern third of this landlocked country. There the republic has its two capitals—La Paz and Sucre (map, inside cover). La Paz (population 287,000), the working headquarters of the government, is cupped among mountains at nearly 12,000 feet above sea level. The legal capital, old Sucre (30,000 people), which now is the seat only of the Supreme Court and the national university, is 9,300 feet high. Four-fifths of the nation's people live in the thin, cold atmosphere of 10,000-foot altitudes or higher—nearly two miles above sea level.

In the mountains lie the minerals on which the nation's leading industry is based. Mining, the economic mainstay of Bolivia, has boomed with the war. In 1941, minerals accounted for 95 per cent of the total exports.

Tin Leads Parade of War Metals

Bolivia is a source of hard-working metals now far more precious than the gold and silver treasure that once lured conquering Spaniards over bleak Andean passes. Bolivia's tin has been the largest supply available to the United Nations since the Japanese took over Malaya and the Netherlands Indies (illustration, next page). To handle Bolivian tin ore, formerly shipped to England for processing, the United States has built a huge smelting plant in Texas.

Bolivia's output of tungsten (a steel hardener for high-speed tools) is the largest of South America, as is its supply of antimony, which serves war needs in bullet cores and in storage batteries for planes, tanks, and submarines.

Bolivia's area of 408,880 square miles is broken up into stairstep levels, on which one can take his choice of climate—from tropical heat in the east to perpetual mountain snow in the west.

World's Highest Big Lake

A broad green crescent curving on the north and east around the country's mountain core, two-thirds of Bolivia's area is a vast frontier country sliced from the plains and jungles of the Amazon River system. These tropical lowlands are rich in timber, and their fertile soil yields rubber, sugar cane, vanilla, bananas, and other tropical fruits. The wild rubber of Bolivian jungles, in quantity not insignificant even when compared with that of Brazil, is shipped down the Amazon and added to Brazil's exports. In Bolivia's low southeast, which includes the Chaco territory won from Paraguay in the 1930's, are deposits of petroleum.

Overshadowed by mining, farming is so limited that much of the nation's food must be imported. On the chill Altiplano, where most of the people live, only a few hardy crops can grow. Agriculture is governed by the altitude of the "shelves" of Bolivia where the respective crops thrive. On the lower shelves of the jungle levels grow rubber, coconuts, bananas, and sugar. At slightly higher altitudes come the three "high C's"—coffee, cacao, and coca (the plant that contains the drug cocaine). At elevations between 4,000 and 8,000 feet, alfalfa, corn, and temperate-zone fruits abound. Valleys and slopes no higher than 11,000 feet

UMI

ing narrow streets, eight or ten feet wide, walled in by crowded white buildings. The ancient ramparts were torn down by the Italians and replaced by a wall farther south, which encloses much of the oasis region (illustration, below).

In normal times, the city has a population of more than 105,000. Aside from Italians and Maltese, the majority of the inhabitants are Arabs and Negroes. Tripoli has also a community of Jews, many of them descended from refugees who settled there after the fall of Jerusalem, more than 2,000 years ago.

Note: Tripoli is shown on the National Geographic Society's Map of Central Europe and the Mediterranean. A price list of maps may be obtained from the Society's headquarters in Washington, D. C. For further information, see these GEOGRAPHIC SCHOOL BULLETINS: "Another Flag Change for Derna," April 28, 1941; and "Italy's Crumbling African Empire Equals 43% of U. S. Area," February 10, 1941.

Bulletin No. 1, January 18, 1943.

Lehnert and Landrock

CROWDED PALMS AND SHROUDED NATIVES FILL A SUBURBAN OASIS MARKET

Tripoli, Libia's capital and chief port, stands where a line drawn south from Rome through Sicily would hit the Mediterranean's southern shores. South of the port spreads an irrigated stretch of gardens and suburban villages, many of which have their own local markets (above). This is the "meat market," where stockraisers bring their animals for sale alive, to be butchered after the purchase. The shopper can choose among beef, mutton, and camel or goat meat—but no pork, in this predominantly Moslem region. The Negroes in Tripoli's population were brought in as slaves from across the Sahara. While keeping their tribal religions and customs, they have adopted the Moslem dress of the Arabs. A fraction of the city's people are Kooloolies, descendants of Arab mothers and Turkish fathers, a strain introduced into the population when the Turkish pirates took over the Barbary Coast in the mid-16th century.

GEOGRAPHIC SCHOOL BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

World War Spurs Building and Manufacturing in 1942

WAR was the pacemaker in a world-wide speed-up of building, engineering works, and manufacturing in 1942. Accomplishments of the United States in its first year of war centered on producing 47 billion dollars' worth of war materials. These, by the Office of War Information's December estimate, included 49,000 planes, 32,000 tanks and self-propelled artillery units, 17,000 anti-aircraft guns, and 8,000,000 tons of merchant shipping.

Launching of the *New Jersey* and the *Iowa*, two record-breaking 50,000-ton battleships, headlined the year's shipbuilding feats (illustration, next page). To speed war production, the U. S. more than doubled normal building, approaching fifteen billion dollars for the year. Large training bases from coast to coast, the 60-acre Ford Willow Run bomber plant, the Wright Engine plant in New Jersey, the War Department's huge Pentagon Building across the Potomac from Washington, the magnesium and chlorine plant and community at Boulder Dam are but a few of the year's construction wonders.

Giant Dams Completed

On June 1 water flowed over Grand Coulee Dam on the Columbia River—highest waterfall in North America (550 feet), pouring from the world's largest man-made lake—151 miles long.

The Tennessee Valley Authority dedicated in January the Cherokee and Watts Bar Dams. At least 26 dams have been completed or started in this power system, which touches five states besides Tennessee.

Great progress was made on western dams designed to bring fertility to arid areas. Largest are Shasta Dam on the Sacramento River and the Colorado Big Thompson project which requires dams on both sides of and a tunnel through the Continental Divide. A new feature of South Carolina's landscape is the 150-square-mile Santee Reservoir at Pinopolis, where turbines are producing power.

The country's 420,000 miles of oil, natural gas, and gasoline pipe lines were augmented in 1942 by the 531-mile Texas-to-Illinois leg of the "Big Inch." Awaiting pumps at the year's end, this 24-inch line, the country's largest, can deliver 300,000 barrels of oil daily. About 1,500 miles of four- to twelve-inch pipe were laid to carry crude oil from the Gulf of Mexico to eastern refineries, the main line reaching from Baton Rouge to Greensboro, North Carolina.

The 1,600-mile Alaska-Canada Highway, opened to Army traffic in November, is an Army Engineer Corps achievement. Extended from Dawson Creek, Alberta, to Fairbanks, Alaska, at the rate of eight miles a day, it bridges 200 streams, crosses swamps, and climbs through 4,000-foot mountain passes.

War spurred work on the 15,000-mile Pan-American Highway from Alaska to Chile's southern tip, including sections in southern Mexico and most of the route in Costa Rica and Panama. Completion of Cascatlan Bridge over the Lempa River made El Salvador the first Latin American country to complete its section. The bridge, longest suspension span in Central America, replaces a ferry.

Chungking announced in September the completion, in southwest China, of western stretches in the road through Lanchow, Hami, and Urumchi to the Soviet rail terminus at Alma Ata in the Kazakh S.S.R. This opened the way into China for supplies from Karachi, India, and Bushire, Iran, on the Persian Gulf.

Two roads, each nearly 2,000 miles in length, were opened from the Lake

UMI

produce wheat, rye, and oats. But higher, on the cold dry Altiplano, patient Bolivians can coax from the soil only potatoes, hay, barley, and quinoa, a small grain which the natives make into meal or gruel.

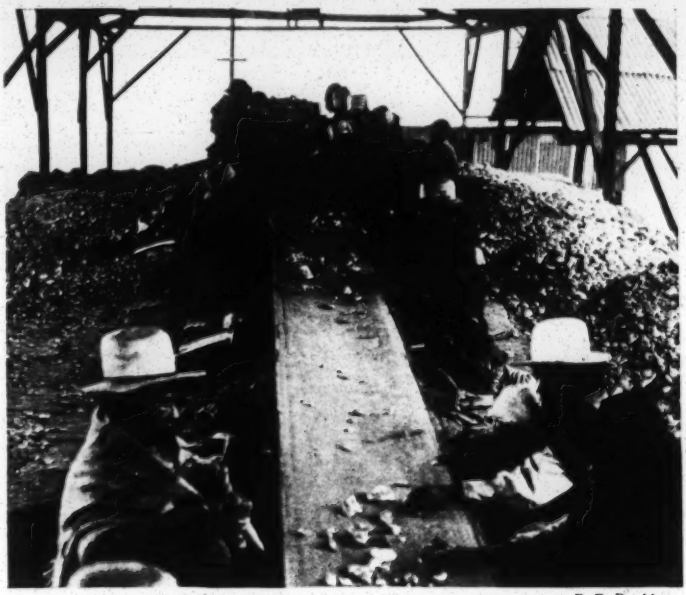
More than half of Bolivia's people are pure-blooded Indians; a third are of mixed Indian and white blood; the rest are chiefly of Spanish stock.

As in other republics of the Andes, most of the European population is concentrated in the cities. The higher one climbs, the more purely Indian the people are. Practically all are Indians (illustration, cover) around picturesque Lake Titicaca (shared with Peru), "lake of the clouds"—the highest big lake in the world. This part of the country, early overrun by the Conquistadores, has changed little after centuries of Spanish rule.

Bolivia, because of mountain obstacles and climatic extremes, has found transportation a major problem. Now airplane service links all important cities. Santa Cruz, in the center of the country, is on skypaths, although it has no railway. A landlocked country, Bolivia has rail connections to Atlantic and Pacific through Chile, Argentina, and Peru—the latter by way of Lake Titicaca. A transcontinental railway—which has been compared in commercial and military value to the Panama Canal—has been planned to cross Bolivia on its way from Santos, Brazil, to Arica, Chile. Construction is now under way.

Note: Bolivia is shown on the National Geographic Society's Map of South America. For further information on Bolivia, see these articles in the *National Geographic Magazine:* "Tin, the Cinderella Metal," November, 1940*; "Bolivia, Land of Fiestas," November, 1934; and "Heart of Aymará Land," February, 1927; and the following GEOGRAPHIC SCHOOL BULLETINS: "High Mountains Advance Aviation in Bolivia," (Geo-Graphic Brevity), February 9, 1942; "South America's Lake Titicaca to Have North American Fish," February 26, 1940; and "Bolivia, Mineral-Rich Source of New World Tin," May 15, 1939.

Bulletin No. 2, January 18, 1943.



E. E. Buchler

WOMEN IN DERBIES ARE BOLIVIA'S OUTDOOR MINERS

While men do the dangerous and trying work inside the mines, women have most of the outside jobs, such as selecting fragments of tin ore from the crushed rock on the conveyor belt (above). Lacking a safe place to leave them, many a mother must bring her children to work (right foreground). The derbies are usually woven of light straw and stiffly varnished. Though Bolivia is the world's second-ranking producer of tin, real tin is rare there; the ore is shipped abroad for conversion into the metal.

GEOGRAPHIC SCHOOL BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Chittagong, Sea Door for Eastern India

THE chief port of that humid, monsoon-swept region of eastern India from which British forces launched their year-end advance into Burma is Chittagong, just inland from the Bay of Bengal's northeast coast. With somewhat more than 53,000 inhabitants it is a small item among the urban millions of India's population, but is normally the fifth-busiest of India's ports. It is not new to commerce, for in the 16th century the Portuguese thought so well of it that they called it Porto Grande.

The city of Chittagong stands beside the deep Karnaphuli River, 12 miles from its mouth on the Bay of Bengal. It is a port of call in peacetime for passenger steamers. The largest ocean-going ships can safely proceed 9 miles up the river to the port's sheltered waters, where jetties reach a half-mile out into the river. Cargoes are handled between ship and shore by modern cranes which move shipments directly from vessel to the waterside railroad tracks. Ships bring coal, machinery, railway materials, oil, and salt for distribution from this center to the neighboring regions of India and Burma. Chittagong's principal exports are tea, jute, cotton, hides, and wax. This is the outlet for the Chandur region to the north, one of the most important jute-producing areas in the world.

The Chittagong Road Is Burma Road II

Chittagong is a funnel for the commerce of much of eastern Bengal and Assam—easternmost provinces of India—and western Burma as well, because it is the port end of a mountain-climbing railroad 700 miles long. This, the Assam-Bengal Railway, reaches northward up the Brahmaputra River valley to Sadiya, Indian oil town near the southwestern border of China. The rail line assumed international importance when the Japanese capture of the Burma Road, starting at Rangoon, forced the United Nations to contrive a new supply line to Chungking, the capital and headquarters of China's battle against the invaders. Good port facilities, a long leg of the route already available in the rail line, and the protection of the mountains to the south were factors leading to the choice of Chittagong as the terminus of a projected 2,300-mile route over the Himalaya Mountains into China.

The city spreads loosely along the Karnaphuli's northern bank, with an abundance of trees and gardens in the suburban districts beyond the modern business and dock district. The residential section for Europeans covers a round hill rising 200 feet above the river, a prominent landmark. The native sections are scattered along the lowlands like little villages, surrounded by fruit trees and paddy fields. When flooded, the rice fields set off parts of the city like islands.

At Chittagong a 2,100-foot bridge crosses the Karnaphuli, one of the most important Indian rivers east of the Brahmaputra.

Portuguese Pirates "Protected" Chittagong

The climate is uniformly hot. Laden with moisture, the southwest monsoon cools the air to some extent, but drenches the land with rain and envelops the port in dense fogs. The rainy season lasts from May to October. Storms occasionally sweep Chittagong into the disaster headlines. Four times in the 19th century the city was laid low by destructive storms. Numerous mud flats and stagnant pools

UMI

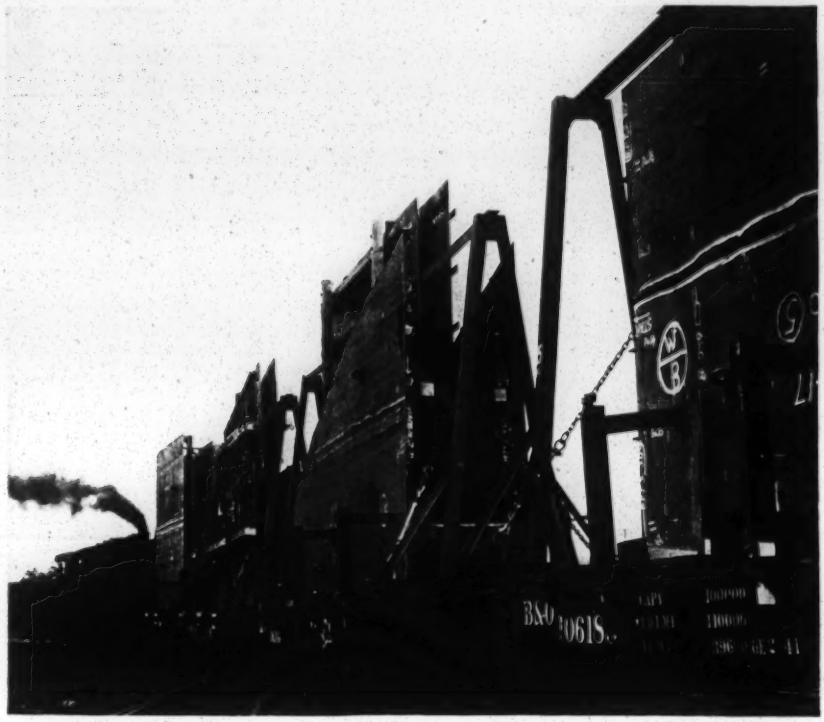
Chad region of French Equatorial Africa north across the Sahara to Libia, one to Bengasi and one to Tripoli. They were rushed into service by the Fighting French. A swing bridge over the Suez Canal improved the Europe-to-Egypt land link, ending ferry transfer. Trains now run from Cairo direct to Beirut.

Venezuela built a 35-mile rail link from Puerto Cabello to Palma Sola that connects Venezuela's leading ports with mining, lumbering, and farming areas. Through rail service between the United States and Central American republics began in November after completion of a bridge across the Suchiate River between Mexico and Guatemala.

Russian engineers developed steel mills and other war industries at Magnitogorsk and neighboring cities in the Ural Mountains, 800 miles east of their war front. In the Uzbek S.S.R., to provide farms for refugees from German-occupied territory, a 30-mile irrigation channel was built. It brings water from the Tadzhik Mountains to arid Uzbek valleys near the Afghanistan border.

Note: The sites of most of the Eastern Hemisphere developments can be found on the National Geographic Society's new Map of Asia and Adjacent Areas. For sites in the Western Hemisphere, see the Map of North America and the Map of South America.

Bulletin No. 3, January 18, 1943.



B. Anthony Stewart

STEEL FRACTIONS GET TOGETHER BY TRAIN AND ADD UP TO A NEW SHIP

The output of a shipyard is limited by the number of its "stagings"—the giant scaffolding where a ship's hull is cradled while under construction. So that each new ship will occupy a scaffolding for a minimum of time, many war-built vessels are prefabricated in part. Steel sections of deck or bulkheads are welded together and brought to the stagings by rail in big chunks (above) for speedy assembly. With such technique, building of merchant ships rocketed in 1942 from one every other day in January to more than three a day from September on. In addition, U. S. shipyards last year produced four 25,000-ton aircraft carriers, new corvettes to escort convoys, ships for landing tanks on beaches, cargo ships of concrete, and "seamobiles" to carry cargo in shallow water.

GEOGRAPHIC SCHOOL BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)

General Headquarters, Washington, D. C.

Scientists Kept Digging in 1942

WAR limited 1942 probings of scientists into secrets of the ancient world largely to the Western Hemisphere, though discoveries abroad also have added new details to knowledge of prehistoric ages. In the Americas sites of Indian villages and palatial cities long buried have been unearthed.

Indian Menus Included Clams and Oysters

The lost province of Quivira, which lured Spanish Conquistadores four centuries ago, turned up in Kansas according to a report of the Smithsonian Institution. Digging showed storage pits of Indian villages, possibly of the Wichitas, who cultivated corn, beans, and squash; ate wild fruits, and killed bison, antelope, and other animals for food. From bison shoulder blades they made hoes. Their painted glazed pottery showed that they traded with the Pueblo Indians.

Clam and oyster shells and beads made of shell were found on the site of six villages of the lost tribes of Channel Indians, on a marshy island 12 miles east of Santa Barbara, California, where four burial mounds were unearthed.

An ancient Indian fish trap of 65,000 stakes, with a two-acre spread, was unearthed in excavating for a building at Boston. The trap stakes included sassafras and sycamore wood, now rare in that area. This, and the discovery of 14-inch oyster shells, indicate that New England once had a warmer climate.

Pre-Barnum Monsters Roamed Early America

In the Big Bend area of west Texas diggers found a crocodile skull over 6 feet long—half again the size of the largest then known, found beside the Indian Ocean. Fossils found in Nebraska support the theory that the camel and the rhinoceros originated in what is now the U. S. and crossed into Asia, becoming ancestors of the larger types known today. The originals became extinct.

Fifty miles north of Mexico, D. F., excavations revealed ruins of a city identified as Tula, capital of the Toltec empire which disappeared four centuries before Cortés arrived. Two 8-ton statues, a ruined pyramid, and several large palaces were uncovered, with only a part of the two-square-mile area bared. Discovery of perhaps the last remnant of the Mayas, who, before the conquest of Cortés, fled into the wilds of Chiapas, was reported. They are described as little long-haired people, using bows and arrows and worshiping figurine gods.

In the State of Puebla, Mexico, near Tehuacán, was recorded the discovery of the ruins of Cuta. The mounds, tombs, temples, and stairways are classified as the Zapotec style of Oaxaca culture. Other excavations in Mexico disclosed remarkable jade carvings in two pre-Columbian tombs (illustration, next page).

A Kagaba Indian settlement, secluded for centuries high in the mountains of Colombia, was studied by a University of Oklahoma expedition. The inhabitants grow their own food, weave their own cloth, and use cubes of sugar for money.

A Russian scientist dug through 50 feet of ice near the Altai Mountains of Siberia and uncovered a stable of logs and planks hewn by Bronze Age axes. In it were found the well-preserved bodies of ten horses, saddled and bridled. At the foot of a mountain near Samarkand, Uzbek S.S.R., scientists found the palace of Tamerlane's grandson, Ulugh Beg, 15th century emperor-astronomer. It was known as the Porcelain house because of its Chinese ceramics.

A French scientist unearthed utensils of the Neolithic period in a West-

UMI

constantly threaten the city with malaria. Smallpox and cholera are additional scourges.

On either side of the Karnaphuli River valley around Chittagong rise ranges of hills. Their lower slopes have been terraced into rice fields, their uplands have been converted into gardens of sugar cane, melons, and pumpkins. In the highland forests there were once numerous wild elephants, tigers, and leopards.

Peopled by Hindus early in history and linked by religion to India, the Chittagong region fell prey to an invasion of the Buddhist Arakans, from the region that is now Burma. Then warriors from India snatched the port back and added it to the wealthy empire of the Moslem Moguls. On the frontiers of two empires, Chittagong was fought over by Moguls and Arakanese until the latter enlisted the aid of Portuguese freebooters, at the close of the 16th century. The Portuguese, known locally as Firinghis, settled the dispute by making the town their own stronghold for the next sixty years. Indian Moguls recaptured Chittagong in 1666. After two unsuccessful attempts, the British in 1760 had the port ceded to them.

Note: Chittagong is shown on the National Geographic Society's new Map of Asia and Adjacent Areas.

For further information on India, see "Behind New Delhi's News," in the *National Geographic Magazine*, October, 1942; and "Burma Road, Back Door to China," November, 1940*.

(Issues marked by an asterisk are included in the special list of magazines available to teachers at 10¢ each in groups of ten.)

Bulletin No. 4, January 18, 1943.

Maynard Owen Williams

MOSLEM SMILES ARE NUMEROUS IN HINDU CHITTAGONG

From the 13th century until its cession to the British in 1760, the important Indian port of Chittagong was a part of India's Moslem Mogul Empire except for a few interruptions. On recapturing the town from Portuguese pirates in 1666, the Mogul conquerors changed its name to Islamabad, "Residence of the Faithful." At the beginning of the 20th century, two-thirds of the people of the Chittagong district were still of the Moslem faith, in spite of the predominance of Hindus in much of India. One earmark of the Moslem, whether in Delhi (where these children were photographed), Mecca, Africa, or Chittagong, is the fez.

phalia prison camp. Two German scientists, fleeing into the Namib Desert of South Africa to escape arrest, found stone implements of Neolithic man, and traces of Paleolithic man.

Clay tablets of cuneiform writing of 1500 to 1300 B. C. were found on the Turkish-Syrian frontier on the site of the capital of the Mitanni kingdom. They record a non-aggression and mutual-aid pact between the Egyptians, Hittites, and Mitannis. Digging for the British railway along the Palestine coast revealed marble coffins of a thousand years B. C., Roman ruins, and early Phoenician glass. Five Jewish burial caves of the second temple period were found outside Jerusalem, with inscriptions in Hebrew, Aramaic, and Greek. Other Palestine caves yielded flint instruments, scrapers, bores, awls, arrowheads, and sickle blades of jagged flint teeth. The blades are prized as marking the transition of Stone Age man from a mere hunter of animals to primitive farmer. Hundreds of quartzite tools of the Stone Age were found also in the State of Baroda, India.

That children played with toy soldiers six centuries ago was revealed when a toy shop of the 14th century was unearthed in Iraq. Its 400 tiny terra cotta figures wear costumes of the Moslems of that period.

Note: For additional information, see these articles in the *National Geographic Magazine:* "Finding Jewels of Jade in a Mexican Swamp," November, 1942; and "Parade of Life Through the Ages," February, 1942.

Bulletin No. 5, January 18, 1943.

Richard H. Stewart

TWO-TON COLUMNS MAKE A MEXICAN STOCKADE TOMB

Since 1940 the National Geographic Society and the Smithsonian Institution have been collaborating on excavations at La Venta, Mexico, in western Tabasco State's coastal swamps. Matthew W. Stirling, leader of previous expeditions, and Dr. Philip Drucker in 1942 unearthed there this peculiar tomb, built, possibly 12 or 14 centuries ago, of two-ton basalt columns. Nine columns on each side, five at the ends form a stone stockade which is roofed over with a half-dozen more columns; five leaning columns (foreground) form a ramp to the roof. Among the burial treasure found in the tomb and the coffin was a rosy jade figurine of a seated smiling woman which has been acclaimed as "possibly the most exquisite example of jade carving known from ancient America."

UMI